Warning: Refer to current foreign charts and flight information publications for information within foreign airspace UNITED STATES GOVERNMENT ABCDE
FLIGHT INFORMATION PUBLICATION 1"=12 NM IFR ENROUTE LOW ALTITUDE - U.S. For use up to but not including 18,000' MSL EFFECTIVE 0901Z 23 SEP 2010 Consult NOTAMs for latest Information Published by the
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CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

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or any authorized chart agent Washington, D.C. 20591 Online at http://nfdc.faa.gov Email 9-AWA-ATOR-AIS-feedback@faa.gov Telephone 1-866-295-8236

FOR CHARTING ERRORS CONTACT: FOR CHARTING ERRORS CONTACT:

FAA, National Aeronautical Navigation Services, ATO-W

SSMC-4, Sta. # 4259

1305 East-West Highway

Silver Spring, MD 20910-3281

Telephone 1-800-626-3677

Email 9-AMC-Aerochart@faa.gov

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Aeronautical Charts and Flight Info For Corrections Information, See Chapter 11 of General Planning (GP). For Procurement refer to DOD Catalog of Aeronautical Charts and Flight Information Publications.

Frequently asked questions (FAQ) are answered on our web site at http://AERONAV.FAA.GOV.

See the FAQs prior to contact via toll free number or email.

THIS CHART CONTAINS OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDES (OROCA). The off route obstruction clearance altitudes shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The OROCA is based on information available concerning the highest known features in each quadrangle, including terrain and obstructions. OROCA provides obstruction clearance with a 1000 foot buffer in designated retrain and obstructions. OROLA provides obstruction clearance with a 1000 foot buffer in designated non-mountainous areas and a 2000 foot buffer in designated mountainous areas within the United States. For areas in Mexico and the Caribbean which are located outside of the U.S. ADIZ, OROCA provides obstruction clearance with a 3000 foot buffer. This altitude is provided for obstruction clearance only. It does not provide for NAVAID signal coverage or communication coverage, and would not be consistent with altitudes assigned by Air Traffic Control.

23 SEP 2010 **UNITED STATES**

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